



Manning Control
Authority
(BUPERS)

27 January 2003

MCAB Major Manpower Claimants,

Hope you had a great and safe Super Bowl Sunday. Below are a few things that are worth reading:

ITEMPO:

MCAB sent out emails last week to the MMC's that listed Sailors who have exceeded their ITEMPO gates. Several of you have already taken steps to notify the various commands in question. One MMC is already working on an ITEMPO policy that will be forwarded throughout his claimancy. The only action MCAB is requesting from the MMC's is to notify the commands under your charge of any Sailor who has exceeded their ITEMPO gates. A question came up as to why the MMC's are involved in this process. Here's a short answer to that good question: Unlike MCAP or MCAL, MCAB only has MMC's between the command and MCAB. Since MCAB has over 4,000 UIC's, we rely heavily on the MMC's to convey important information to those commands. ITEMPO is an area that is getting a lot of attention. It has the potential of affecting the distribution of Sailors (if ITEMPO counters become excessive). Since the health of commands under your charge is an important concern, MCAB feels that being part of the process is also being part of the solution. A lot of these excessive ITEMPO counters of Sailors are due to inaccurate reporting. By notifying these commands, you are putting the ball back into their court to fix the discrepancies.

OPHOLDS (Part I):

As the world tensions increase, the requirement to keep Sailors at sea will also increase. To date, MCAB has processed over 40 OPHOLD requests. Please note that an OPHOLD request is just that...a request. A command wanting to OPHOLD a Sailor needs to submit it to EPMAC (copy to the respective MCA's) via message. There was a recent case in which a MCAB command of a prospective Sailor was contacted by a ship and was told that they were going to OPHOLD the member and asked for the command's concurrence. This is NOT the correct process. If a sea going command directly notifies a command that they want to OPHOLD a Sailor, advise the requesting command to submit an OPHOLD request through the appropriate channels.

OPHOLDS (Part II):

What is the proper routing of OPHOLD requests? When a sea-going command sends out a message requesting an OPHOLD on a Sailor, the message is sent to EPMAC, with info copies to NPC and the other MCA's. The MCA of the seagoing command (requesting command) will notify MCAB via email regarding the proposed OPHOLD request. MCAB will review the manning of the gaining command and the requesting command to see if the OPHOLD is warranted. MCAB's decision will then be transmitted back to the other MCA. That MCA will then notify EPMAC who will send back a reply to the ship & will notify the respective detailer of the decision (if an order mod is required).

DISTRESSED COMMANDS:

From time to time, you will receive phonecalls from commands under your cognizance that are "distressed" due to manning shortfalls. The best advice the MMC can give them is to have them contact their EPMAC Readiness Placement Coordinator (RPC) via a phonecall or an EMIR (Enlisted Manning Inquiry Report). The EPMAC RPC is the advocate for the command and is the point of contact to find solutions to the manning issue. Each command can find the contact information for their RPC on their EDVR. With that said, MCAB would still like to hear from the MMC's of any manning issue that you feel is not being addressed properly or is time sensitive and/or mission critical.

BA Changes:

If you are disestablishing UIC's or moving billets, be sure to notify MCAB. At MCAB, we want to ensure each Sailor at a command is filling a valid requisition/billet. A Sailor at a command with no BA or NMP is a Sailor who is in excess. Due to the increase of Individual Augmentation Taskers, any and all "excess" Sailors are perfect candidates to fill these short-fused TAD taskers. With that said, when moving billets or NMP, Sailors can become "excess" at the current command. When this happens, you can either recommend a different billet to admin shift the Sailor within your claimancy or MCAB can COMPTOUR the Sailor to a different command in the area. Bottomline: Work with us to get Sailors into valid billets.